

# REPORT / RECOMMENDATION



**To:** Mayor Hovland & Council Members

**Agenda Item #:** IX. A.

**From:** Debra Mangen  
City Clerk

**Date:** Oct. 16, 2012

**Subject:** CORRESPONDENCE

**Action**   
**Discussion**   
**Information**

**Action Requested:**

Attached is correspondence received since the last Council Meeting.

No action is necessary.

City of Edina  
Attn: City Council distribution  
Edina, Minnesota 55424

Re: Minnehaha Woods Assessment  
Assessment Hearing

Dear Mayor and Members of the City Council,

What procedures and controls does the City have in place to allocate costs from City hired temporary help? If City staff decides it does not want to do "as built plans" for one of its projects and farms out such work to a contractor, is it not hiring temporary help? If such work has traditionally been done by City staff in the past what is your position as to who should pay for such temporary help? Shouldn't this be allocated to the City Engineering department budget?

Is it fair for Minnehaha Woods residents to be separately assessed for such work and then to pay for such work done on other projects from property tax levies after those project assessments have been levied by the City Council. Please see attached email from City staff. It appears Minnehaha Woods is subsidizing other City projects.

I also note there was 278 foot strip of City property in the Minnehaha Woods project for which no City contribution is being made. This property is heavily used by residents traveling down Minnehaha Creek when the water levels permit such activity. Other City projects have received some City contribution in the past.

Thank you for your consideration of the above.

Regards,

James Grotz  
5513 Park Place  
Edina, Minnesota 55424

Daytime Tel # 952-925-5150

[jim@jimgrotz.com](mailto:jim@jimgrotz.com)

## James Grotz

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**From:** Chad Millner <cmillner@EdinaMN.gov>  
**Sent:** Monday, October 01, 2012 12:14 PM  
**To:** James Grotz  
**Cc:** Sharon Allison  
**Subject:** Information

Jim,

Below are a summary of your questions with answers.

1. *Did the engineering work done on MW include "as built plans" ? How much of the work done was for doing City GPS work locating key landmarks (example: fire hydrants) in Minnehaha Woods ? That may not be found in the ledger entries. We are trying to find out how much "other engineering work" which City staff are capable of doing was rolled into this project. We know from the old "as built plans", those plans were off by 10 to 20 feet from the actual in ground utilities on some streets.*

Yes engineering work on MW did include asbuilt plans. This is typical to have the consultant complete all the work necessary to final a project. If we did not include it in the engineering fees, **City staff would have to complete the work at a later date when workload allowed.** We do not know how much of the work was for GPS work as the contract is for construction phase services which includes GPS.

2. *We are also looking for the Curb and Gutter breakdown info on Minnehaha Woods to see what was allocated to Curb and Gutter for engineering costs. Also what is the "running footage" for the street surface in Minnehaha Woods, Golf Terrace and Carson's Hill ? Thank you for your assistance with this request.*

Curb and gutter is funded under the storm sewer column and engineering is spread between the various funding sources. A percentage of the engineering cost is applied to the sewer, water, storm, etc so that residents are not assessed the full engineering costs; for example, based on the proposed amount for each utility, Minnehaha's costs were divided as follows:

- a. Sanitary Sewer 16%
- b. Storm 17%
- c. Water Main 34%
- d. Street 34%

The running footage of each project is not used for quantity calculation purposes. We use square yards of paving for most of the calculations. Please find the estimated pre-construction square yards of paving as 32,552 SY, 23,549 SY, and 35,412 SY for MW, Golf Ter, and Carsons, respectively.

Thanks,  
Chad



**Chad Millner, Assistant City Engineer**

952-826-0318 | Fax 952-826-0392

[cmillner@EdinaMN.gov](mailto:cmillner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Friday, October 12, 2012 8:59 AM  
**To:** Scott Neal; Wayne Houle  
**Cc:** Susan Howl  
**Subject:** FW: Bike Lanes on Wooddale

Good morning,

This message has been forwarded to the Mayor and Council members, Scott Neal and Wayne Houle.



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Peter Foley II [<mailto:pfoleyii@gmail.com>]  
**Sent:** Friday, October 12, 2012 8:49 AM  
**To:** Edina Mail  
**Subject:** Bike Lanes on Wooddale

Mayor Hovland,

As a lifelong Edina resident I have been extremely disappointed with the City Council's desire turn our streets into bike paths. I appreciate your comments in the Sun Current when you stated, vehicle's are now in a secondary position. Vehicles are now totally in a secondary position and why? To appease a Group with Federal dollars? The residents of Wooddale Ave did not want this and now it is total disaster. I commend you for recognizing that this is not working and implore you to make our road safe again. I don't think the City wants to open it self up to liability issues if god forbid some real serious accidents occur.

I would be interested to know what the Vote was on this very serious issue. Who voted for it and who voted against it.

I believe it was 3-2 in favor of creating bike lanes on Wooddale Ave.

Thank you and I appreciate your time on this very serious issue.

Peter T. Foley II, CPCU  
5905 Wooddale Ave  
Edina MN 55424  
612-978-2752

Name: Kathryn Peterson

Organization:

Website:

Address\_1: 4303 Country Club Rd

Address\_2:

City: Edina

State: MN

Zip\_Code: 55424

Email: [krpeterson00@gmail.com](mailto:krpeterson00@gmail.com)

Phone: 612-751-1906

Referrer:

Message: Mr. Mayor and City Council: I am writing because I feel that the Wooddale Avenue bike lanes are confusing and dangerous. There barely appears to be enough width for cars if the bike lanes are used. While the signs are helpful, the natural instinct of drivers is not to drive over the lines and not to drive in bike lanes. Just a few feet away on Valley View are bike lanes you cannot drive in. I think the biggest issue is that there is no center line and it is unclear where you are supposed to be. It is not intuitive at all. There will always be new, confused drivers on Wooddale. Today on Wooddale I observed 2 people and a dog jogging in the east bike lane. Cars were swerving to avoid the people and it was not clear who belonged where. I sincerely hope you consider removing these lanes before accidents ensue. Thanks, Kathryn Peterson

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My James Hovland  
MAYOR  
City of Edina  
4801 West 50<sup>th</sup> Street  
Edina, MN. 55424

10-9-12

I have a condo at the Westin Galleria that I purchased on June 29, 2012. I had no knowledge of the plans for a rental apartment across from my apartment. My condo is 1004 so you should understand my concerns.

While there are many issues, the two largest are (1) a 10 story ~~building~~ <sup>building</sup> that will effect the views of many paid apartments and (2) Traffic.

We need additional information. I believe a sight study has been done and will be sent to our association — this is VERY VERY important! The land level at the apartment site ~~is~~ along with the hill on York (North, NW portion of 10 story buildings <sup>seem higher</sup>) will the land be lowered? Will there be equipment on the roof that will make the building even higher & ugly?

What are the plans to handle the extra traffic? Traffic is already VERY heavy! How will you

- 2 -

handle the extra Traffic That will go  
from 69<sup>th</sup> St between the Westin &  
BARNES AND Nobles on their way to  
70<sup>th</sup> Street or Target?

Comments can be sent to the GALLERIA  
Residences (Association) in CARE of  
Scott Johnson.

Thank-you  
Jon C Lee

Jon C Lee  
3209 GALLERIA  
UNIT 1004  
EDINA, MN 55435  
(952) 922-2842

Ann & Dan Bros  
3209 Galleria  
Unit 1101

October 6, 2012

To the Edina Mayor and Edina City Council:

The current project poses some challenges for the City of Edina. This is an excellent opportunity to make this a truly green project for everyone concerned. The City has a chance to be creative in this regard and make it a model for mall redevelopment.

Our biggest concern is about foot, bicycle and auto traffic on 69th Street. It seems that too many questions remain on traffic issues. We feel that the planned new entrance would not be safe. Our apartment faces West and South and therefore we witness traffic flow from a unique perspective. We have used the blinking pedestrian crossing area near Gabbert's as well as the crossing between the Galleria and Target. Not all cars observe these areas and we often feel the necessity to race across the traffic lanes and onto the median to cross safely.

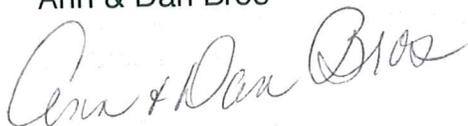
Did the traffic study include counting all cars traveling 69th Street for a week or so? How will the current interior perimeter road at Southdale Shopping Center be reconfigured? How will left turns be safely made from the South side of Southdale?

If a new entrance/exit is built closer to the new development and across from the Westin the traffic turning west onto 69th Street from York could become a huge problem. At the very least roundabouts should be installed to slow traffic such as those on 70th Street. This should also include a bike lane, pedestrian crossing and sidewalks if you are working toward a greener lifestyle. Currently there are no bike lanes East of France near or around Southdale Mall.

As an Edina taxpayer we would like to see a comprehensive plan for traffic flow and contingencies for a safe entrance/exit for pedestrians, bicycles and cars before this project is started. Can we work out these logistics in a week or would it be better to take a month or two to understand the complexities first? Let us consider the safety issues before we rush forward with this plan.

Thank you,

Ann & Dan Bros



P.S. Today's feature article in the Twin City + region section of the Star and Tribune underscores the necessity of planning for pedestrian safety.

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Thursday, October 11, 2012 8:28 AM  
**Cc:** Susan Howl  
**Subject:** FW: To Mayor Hovland about Minnehaha Woods assessments

Lynette Biunno, Receptionist  
952-927-8861 | Fax 952-826-0389  
[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business -----Original Message-----  
**From:** Elizabeth McGarry [<mailto:ejmcgarry@comcast.net>]  
**Sent:** Wednesday, October 10, 2012 4:56 PM  
**To:** Edina Mail  
**Subject:** To Mayor Hovland about Minnehaha Woods assessments

Mayor Hovland:

I write in reference to the assessment to homeowners for last year's road and sewer repair.

It was unsettling to learn at the last council meeting that the contractor had failed to notify homeowners of a cost option for sewer work much lower than the estimate we had been given originally. During the time that that information was withheld, we were urged to get the work done from our houses to the city's turnoff privately, with the implication that the city's cost to do the work would be higher than a private company's. In addition, those of us whose roads would be done first were also urged to hurry to be done by May 15, so the city work could commence.

It seems only fair that our assessments be adjusted to reflect the lower cost of the individual sewer work. I request that the city issue a credit for the difference between the amount paid and the lower estimate, which was withheld, to each homeowner who overpaid for the house-to-shutoff sewer and water updates. It would seem appropriate that this sum be deducted from the payment to the contractor at fault, the one who failed to divulge the updated estimate to the homeowners.

You will note that I have not used the terms Type 1/Type 2, Stage 1/stage 2, and above 11 feet/below 11 feet. During the discussion. Those terms, which refer to different conditions, were used interchangeably by several speakers from the dais. In any case, types, cuts, or stages, the problem is the same: We were pushed to get work done privately and quickly for the convenience of the project, and we were led to alternatives that were more costly than they should have been. We need to be relieved of the extra expense.

Thank you for your attention.

Elizabeth Johnson McGarry  
5513 Brookview Avenue  
Edina 55424  
952-925-5775

Susan Howl

---

**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Wednesday, October 10, 2012 1:43 PM  
**Cc:** Susan Howl  
**Subject:** FW: Contact Us form submission



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

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**From:** [mail@EdinaMN.gov](mailto:mail@EdinaMN.gov) [<mailto:mail@EdinaMN.gov>]  
**Sent:** Wednesday, October 10, 2012 11:14 AM  
**To:** Edina Mail  
**Subject:** Contact Us form submission

Name: Kris Norton

Organization:

Website:

Address\_1: 7007 Cornelia Drive

Address\_2:

City: Edina

State: MN

Zip\_Code: 55435

Email: [kajnorton@gmail.com](mailto:kajnorton@gmail.com)

Phone: 952-200-1451

Referrer: google

Message: Just a frustration note re: The Thurs. night City Council/Mayor \"debates/discussions/et al.\" Really? The night of the Vice Presidential Debate is, well..., the same. This is the best you can do? Perhaps a different night for Edina since many of us (ok, me) will probably want to see the broadcast.

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Susan Howl

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**From:** James Hovland  
**Sent:** Wednesday, October 10, 2012 8:35 AM  
**Cc:** Susan Howl  
**Subject:** FW: Buckthorn Removal - Edina Day of Service



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Brian Olson  
**Sent:** Wednesday, October 10, 2012 7:56 AM  
**To:** 'Heather Haen Anderson'  
**Cc:** Scott Neal; James Hovland; [ssandro1@comcast.net](mailto:ssandro1@comcast.net)  
**Subject:** RE: Buckthorn Removal - Edina Day of Service

Heather,

In an effort to keep you more informed I have summarized the results of the game plan for the upcoming week or so. Yesterday morning Bob Prestrud, Tom Horwath and Steve Sando met to discuss the concerns and issues at the corner of 54<sup>th</sup> Street and Minnehaha.

The volunteers will be removing Buckthorn, by hand cutting, and spraying the stumps with Glyphosate (active ingredient in Roundup). The Buckthorn they are spraying is far enough away from the creek that it's o.k. to use.

The city tree crew will pick up all the Buckthorn they cut.

The city crew will trim deadwood, hangers, and lightly raise a prominent Willow tree at this site. This was requested by Mr. Sando. They will schedule this as soon as possible.

There also is a bit of old graffiti on the bridge. Mr. Sando asked if anything could be done about this. This will also be taken care of by a private company that the City hires. We will schedule this as soon as possible as well.

Tom Horwath provided Mr. Sando with the stump killing chemical and a good hand saw. Since Steve didn't know how many volunteers will be helping yet, other tools were not made available, however Tom told him to be in touch prior to this weekend if he feels he needs anything else. Because of liability issues we told him he couldn't bring a chain saw to do any of this work. The Buckthorn that he proposes removing was all small enough to be cut by hand.

I hope this email finds you well and thank you for helping with this very important day. Please let me know if there is anything else you need for us.

Thanks,  
Brian

P.S. Mr Sando, If you see anything that is not accurate in your meeting with the City Forester and Parks Supervisor, please let me know.

Ann & Dan Bros  
3209 Galleria  
Unit 1101

October 6, 2012

To the Edina Mayor and Edina City Council:

The current Southdale project poses challenges for the City of Edina. This is an excellent opportunity to make this a truly green project for everyone concerned. The City has a chance to be creative in this regard and make it a model for mall redevelopment.

As a Westin owner our biggest concern is about foot, bicycle and auto traffic on 69th Street. It seems that too many questions remain on traffic issues. We feel that the planned new entrance would not be safe. Our condo faces West and South and therefore we witness traffic flow from a unique perspective. We have used the blinking pedestrian crossing area near Gabbert's as well as the crossing between the Galleria and Target. Not all cars observe these areas and we often feel the necessity to race across the traffic lanes and onto the median to cross safely.

Did the traffic study include counting all cars traveling 69th Street for a week or so? How will the current interior perimeter road at Southdale Shopping Center be reconfigured? How will left turns be safely made from the South side of Southdale?

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As an Edina taxpayer we would like to see a comprehensive plan for traffic flow and contingencies for a safe entrance/exit for pedestrians, bicycles and cars before this project is started. Can we work out these logistics in a week or would it be better to take a month or two to understand the complexities first? Let us consider the safety issues before we rush forward with this plan.

Thank you,

Ann & Dan Bros

P.S. Today's feature article in the Twin City + region section of the Star and Tribune underscores the necessity of planning for pedestrian safety.

# twin cities+region

COVERING MINNEAPOLIS, ST. PAUL, MINNESOTA AND THE REGION

SECTI

PEDESTRIAN  
DEATHS IN  
MINNESOTA

2002  
**50**

2003  
**52**

2004  
**37**

2005  
**44**

2006  
**38**

2007  
**33**

2008  
**25**

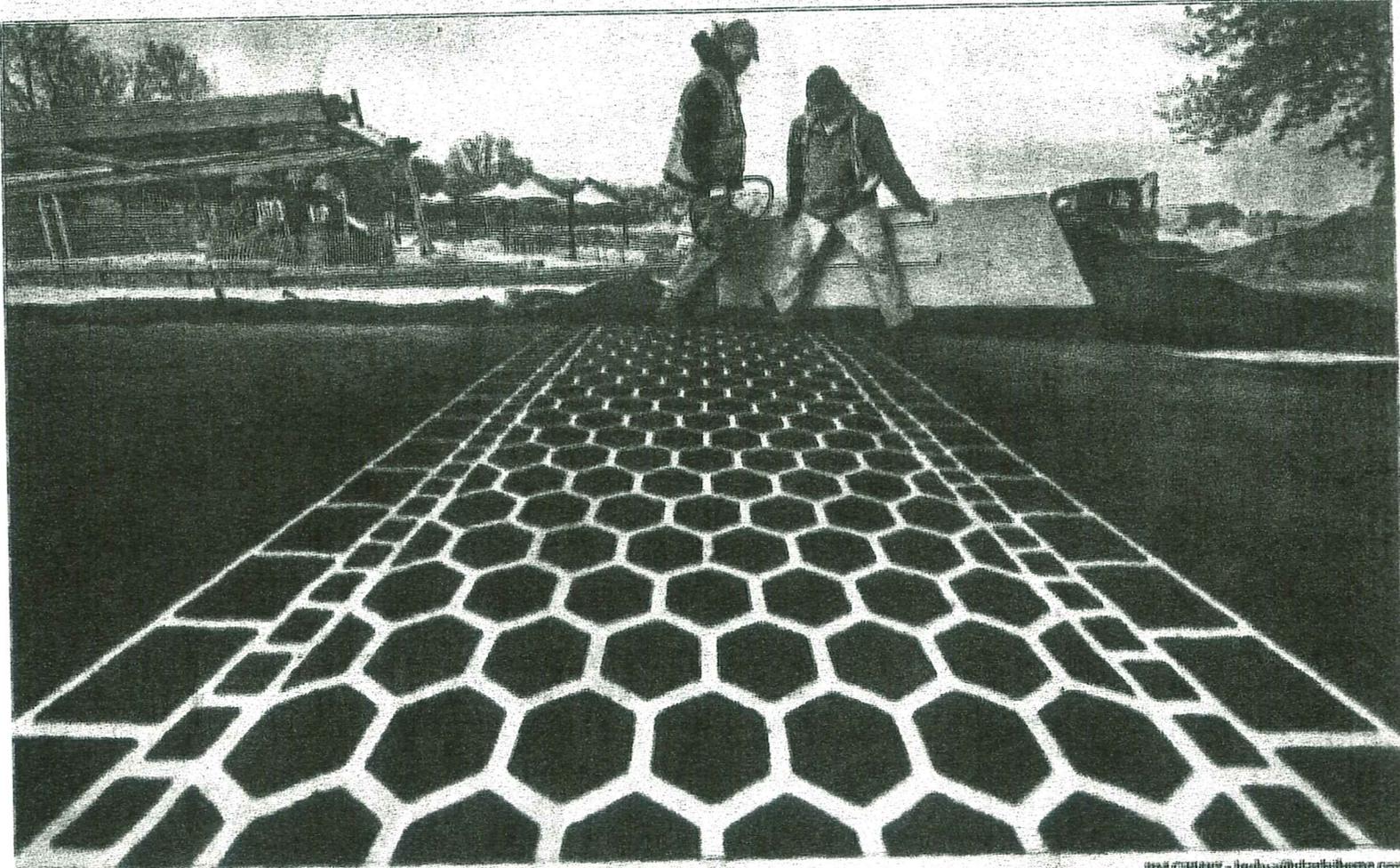
2009  
**41**

2010  
**36**

2011  
**40**

2012  
**25**  
(no fat)

Source: Minnesota Department of Public Safety



Jim Gritzer - jgri@startribune.com

Workmen Dave Boe, left, and Greg Barthelemy applied heat to thermoplastic material as they installed a crosswalk at Round Lake Park in Eden Prairie.

## CITIES UPGRADE TO ADDRESS CROSSWALK DANGER

• Cities are investing in new technology to make crosswalk markings more eye-catching, but experts stress that flash alone won't improve safety.

By KELLY SMITH  
kelly.smith@startribune.com

★ STAR TRIBUNE  
EXCLUSIVE

Alarmed by the rising number of pedestrian deaths across Minnesota, cities are turning to catchy new, high-tech ways to keep cars and pedestrians from clashing in crosswalks.

From Brooklyn Center to Becker, almost a dozen cities are melting asphalt and brightly colored plastic in distinct markings stamped into the pavement. More cities are installing countdown timers that let pedestri-

ans know how much time they have to safely cross. And Edina is one of the few cities in the Midwest with blinking orange lights embedded in a street to catch drivers' eyes.

"In the last three to five years, there's been a tremendous amount of work done on crosswalk safety," said Wayne Houle, Edina's engineering director, adding it's spurred by more bikers and walkers using streets. "It's

the trend of people getting out of their cars and walking and biking ... they're kind of demanding it."

October is historically the deadliest month of the year for pedestrians, but the urgency is even higher with 25 pedestrians killed crossing Minnesota streets so far this year — up from 18 this time last year, putting 2012 on pace, as of Friday, to be the deadliest for pedestrians in the last five years.

Not everyone's convinced new designs will save lives.

State experts say there's no re-

search proving new crosswalk markings make them safer. In St. Paul, city engineers say they haven't seen a difference in incidents after special markings were put in at the Selby Avenue and Victoria Street intersection. Instead, they worry it gives pedestrians a false sense of security.

"There are so many factors that influence if pedestrians are safe at an intersection," said Dave Hunt, spokesman for the city's Public

Crosswalk continues on B2 ▶

# CITIES UPGRADE FOR CROSSWALK SAFETY

## ◀ CROSSWALK FROM B1

Works. "We just didn't see it made much of a difference."

### Taking action before tragedy

In Minneapolis, engineers are testing staggered crosswalk times in Uptown that give pedestrians a head start into the crosswalk before cars can go. If it's successful, the city says it will do the same elsewhere.

In cities like Minnetonka, the state Department of Transportation is adding more accessible pedestrian signals that beep and have Braille symbols for pedestrians who are sight impaired. The state is also testing out the latest in pedestrian signals in St. Cloud and two other cities.

And in Edina, engineers are exploring the latest video technology that detects pedestrians and changes street signals to allow them to cross. The city is also looking to widen crosswalks on busy France Avenue — trying to take action, Houle said, before a tragedy happens.

"It's not going to provide additional safety, but it's going to enhance the awareness of driv-

ers," he said.

Some cities are turning to countdown timers because research shows they're more effective than the standard walk signal at getting pedestrians across safely. They're also spurred by a new federal rule that requires cities to install them when updating signals.

### Thermoplastic 'like iron'

Many cities are also turning to Decorative Pavement Marking in Plymouth for its thermoplastic technology.

Unlike the standard white painted crosswalks where a top reflective layer wears off, the melted plastic has reflective beads throughout so it stays reflective longer. The company says they're also less likely to be scraped off by snowplows in winter or fade as fast, lasting seven to 10 years.

"They're like iron," owner Randy Johnson said of the durability.

The cities that have Johnson's company install the highly visible crosswalks pay more — Edina paid about \$7,000 more for one project, but the

## MINNESOTA'S PEDESTRIAN LAW

Whether it's a marked crosswalk or at an intersection without a marked crosswalk, vehicles must yield to pedestrians. But pedestrians shouldn't "suddenly leave a curb" and walk or run into the street too close to a vehicle, making it "impossible for the driver to yield."

Source: Minnesota Department of Public Safety

total cost can vary, ranging from \$7,600 for one school crosswalk to \$50,000 for a large four-way intersection. But it can save city staff time and money because standard white crosswalk markings often have to be repainted twice a year.

Besides Edina, the thermoplastic markings have been laid in St. Paul, Hopkins, Eden Prairie, Champlin, Circle Pines, Brooklyn Center, Minneapolis, Becker and Big Lake.

### Distracted driving, walking

Some experts caution research hasn't proved the new markings are more effective at alerting drivers.

"Right now, they're new and different and eye-catching," said Sue Groth, state traffic engineer. "But are the motorists going to be looking at the pavement markings and not at pedestrians? Are they more effective is the question that needs to be answered."

The state Department of Transportation is boosting public education this month with its first pedestrian safety campaign in nearly 15 years, post-

ing ads on buses, billboards — even bar restrooms. The main message: Every intersection is a crosswalk, whether it's marked with paint or not, and pedestrians and drivers have a shared responsibility to be alert.

"We think that's where we can make the biggest impact out there," Groth said.

While other traffic deaths such as drunken driving have declined, pedestrian deaths have risen since 2008.

Last year, the 40 Minnesota pedestrians killed were part of 857 pedestrian injuries and deaths in 2011, up by nearly 50 from 2010. In 35 percent of those cases, drivers failed to yield to pedestrians. The next biggest cause: distraction or inattention. About 20 deaths involved alcohol consumption by the pedestrian or crossing without a crosswalk or a signal.

All of the extra safety measures don't always add up to better driver attention.

Houle said that some cars still breeze by the crosswalk near the Galleria in Edina, despite the innovative blinking lights embedded into the road.

Although the fine for not yielding to a pedestrian is a misdemeanor ticket costing \$178 — more than most speeding tickets — Houle said it will take legislative changes raising fines to alter Minnesotans' mindset.

In fact, experts say it's going to take all three — enforcement, engineering and education — to truly turn the trend.

"I'm not sure everybody understands every corner is a crosswalk," Groth said. "There are a lot of things we can be doing — it's not just one thing."

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**Brian Olson, Public Works Director**

952-826-0311 | Fax 952-826-0392

[bolson@EdinaMN.gov](mailto:bolson@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Heather Haen Anderson [<mailto:info@connectingwithkidsedina.org>]

**Sent:** Monday, October 08, 2012 1:41 PM

**To:** [ssandro1@comcast.net](mailto:ssandro1@comcast.net); Brian Olson

**Subject:** Buckthorn Removal - Edina Day of Service

Hi Steve and Brian,

Scott Neal gave me your contact information in regards to a possible buckthorn removal project along Minnehaha Creek for the Edina Day of Service. The EDS is this Saturday, October 13th. There are not currently any buckthorn removal projects that I know of - though that doesn't mean that one can't be planned! Projects are generally planned by groups or individuals and if they choose to they can open them up to the public by getting posted on the EDS website. The site is there to offer options for people who would like to participate in the EDS but don't necessary want to plan a project on their own. Knowing that, if you post a project to the EDS site, you may or may not get extra volunteers who show up.

Another option is to plan a "closed" project - one that is not open to the public. Some churches and athletic teams go this route. Sometimes it's just a group of friends who get together. Often I do not even know about them ahead of time. Closed projects are welcome, too, of course! The goal of the Edina Day of Service is to celebrate a culture of service in Edina, so as long as the service works toward the common good that goal is met. Obviously, if that service promotes closer bonds between youth and adults it's all the better!

Let me know if you have any questions.

Heather

--

Heather Haen Anderson

Executive Director

Connecting With Kids

952-688-8081

[www.ConnectingWithKidsEdina.org](http://www.ConnectingWithKidsEdina.org)

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Wednesday, October 10, 2012 11:29 AM  
**To:** Wayne Houle; Scott Neal  
**Cc:** Susan Howl  
**Subject:** FW: Advisory Lanes

Good morning,

This message has been forwarded to the Mayor and Council members, Scott Neal and Wayne Houle.



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Michael Truman [<mailto:mike@MNTRUMAN.COM>]  
**Sent:** Wednesday, October 10, 2012 11:13 AM  
**To:** Edina Mail  
**Subject:** Advisory Lanes

I am writing to inform Edina of my displeasure with the "advisory lanes". With all the social and economic problems in our society today you vote on this? Waste of money. I will be voting all city council and the mayor out of office.

Regards,

Mike Truman  
5113 Grove Street  
Edina, MN 55436  
612-940-2447

Name: Carla Deinema

Organization: Edina Resident

Website: 5708 Camelback Drive

Address\_1:

Address\_2: 5708 Camelback Drive

City: Edina

State: MN

Zip\_Code: 55436

Email: [cdeinema@comcast.net](mailto:cdeinema@comcast.net)

Phone: 9529386360

Message: I would like to go on record to state how ridiculous the new bike lanes are. I drive on 70th multiple times each day - I will never bike this. I usually have 2 - 3 hockey bags in my hatch. The lanes are now very narrow and the paint is not as distinct as the textured pavement. Why must you do this? I have been driving this route for many years and there have not been bikers on this road. If bikers were present - there was ample room. Edina has a spending problem and this is just the latest incident. Please reconsider these - especially the Woodale area. I worry for my kids on bikes and the false security they may have if biking. I also worry about my soon to be 16 year old driving on these streets. Please reconsider this idea. Thank you- Carla Deinema

▪  
▪

**Subject:** Edina Seasons 6455 York Ave S.

**Sent:** Tue, Oct 9, 2012 1:00:57 AM

Marc Schillace, Property Manager  
Prime Management Company  
Edina Seasons Apartments  
6455 York Ave S.  
Edina, MN 55435

Marc,

I have to say that I regret moving into your apartment complex. I should have known from the first day meeting you that this would be the case. We set an appointment to see the place and **you didnt show or even have enough respect to call** when you didnt come for the showing appointment.

We rescheduled by calling you. Again *you were not there* at the next appointment. We called you again (**you didnt call**) and you said you were 15 minutes away and would be there soon, we waited 40 minutes for you before you showed up. We see the place and you say you will follow up with us to write up a lease and get a deposit, **you never do**. We really like the place (the building) and we call you back asking when we could fill out application. You say you will call us back the next day to schedule, **YOU DONT**.

We call you and set an appointment to which *you are again 20 minutes late* to. We fill out the application and give you the deposit, etc and you say you will follow up with us the next day on an answer. **you dont**. Guess what, 2 days pass before I again call you. You say no answer back yet but you dont see why it wouldnt all be ok and that you would call us the next day to set up a time to meet to do the lease. **AGAIN you dont call** and I call you and set the appointment.

At that appointment we cannot sign the lease because you are hesitant to put in writing the verbal promises that you have made us, so I write them on the lease (which were that we could have a satellite dish for TV service and that you would stand behind the free Internet that you promised us and even advertised in your rental ad) and you say we will have to come back again to sign lease after you get the OK for the promises which you made to us now that it is written on the lease. **\*(We never got either by the way)**

I call you back **again when you don't get back to us** on those 2 things and we come the next day and sign the lease. Then you offer for us to move in early, we don't ask, you offer and we say great. **You don't get back to us on it**. Then when I call you on it, you now say we can *but* that you haven't had a chance to clean the unit but that if we agree to clean it that we can move in early, now it has conditions. (It took 3 of us 5 hours to clean the refrigerator, tubs that were disgusting, the clogged drains, the oven, the microwave, the toilets, the grease saturated fans, shower tile, windows, etc.)

Then it comes to the day before we are to move in and **you haven't even offered or given us keys** to do so. There is no office in the building that is manned by anyone so how am I to get them? I call you to get them. You say you will call me back on it **but you don't**. Its now the night before the morning we are to move in and I have not yet heard back from you on the several messages that I have left needing keys, garage remotes, etc. and say that I am paying movers \$110.00 an hour starting early in the morning and I cannot have them just sitting around because I cannot move in.

I finally get you at the apartment and you don't have keys. You have no idea where the keys are from the previous tenants which is kind of a problem. You say you will make copies of the one master you have in your office and leave them in the apartment for me, of course **you don't**. I call again and you finally do late that night, you leave 2 keys for 3 residents.

I ask for those keys, a garage door opener, etc over the next week. I leave 4 voice-mails asking for keys, a punch-list, apartment problems such as stained rugs, broken screens, doors, etc. **You never call back**. I then see you the next week at the front of the building and you are on your cell phone. I patiently wait well you are on your call and you pause and say I will call you in a little while Tom and then you go back to your call.

A week passes and **again you never do**. I send 2 emails to you and your corporate office and no one responds. I call your corporate office and leave a voice-mail but no one ever calls back. I call you again and your voice-mail is full so I text you. **Again you never call back**. Milissa calls you and you finally stop by one day when I am not home.

She tells you are refrigerator leaks and that is kind of urgent as our kitchen floor is covered in water. She gives you a list of our other home issues along with my written name and phone # on the list and asks that you call me stating that I wanted to speak with you but weeks pass and **you never call me**.

It's now been 2 months and **you still have not called me!** She calls you because I have given up on you. She speaks to you about a month ago and says we want a punch list to document things wrong with our apartment so it is noted and does not affect our deposit. You say well normally you just do a walk-through but that we moved in early so you wont be doing one.

It doesn't matter when we moved in, that is irrelevant, the condition of the apartment is the condition of the apartment regardless of when we take occupancy. She calls you again a week and a half ago and you tell her you will come do a walk-through this last Saturday at 10am.

We wait for the appointment you set and of course **you do not show OR even call**. She leaves a message and **you don't even call her back until the next day**.

You say you forgot but that you would come today at 5pm. I leave work early to meet you and **AGAIN you no show, no call** and now it is 750pm and I have still not even heard from you! You are the most disrespectful, irresponsible person that I HAVE EVER MET! It is just plain rude what you have done to us. We are nice people and do not deserve this unprofessional treatment from you or this outfit.

This letter serves as legal documentation that you have not only refused to do repairs in our apartment but that we have also made not less than a dozen attempts to get a move-in punch-list or walk-through and because of your refusal to do so, that none of our security deposit will be affected by it.

Enough is enough. Your lack of follow through, professionalism and respect will not constitute any forfeiture of our deposit as we have tried everything possible. City of Edina please note the following:

This building has no staff on-site that can be spoke to in any kind of office,

The managers emails listed to contact do not even live or work here any more and no one responds to them.

Marc the property manager addressed in this email (the other manager listed to contact in our lease) does not respond to calls, voice-mails or emails.

This buildings corporate office is in a smoke shop and gas station in Bloomington and no one answers the door

there, the phone when you call there or returns voice-mails or emails when you leave or send them.

There is no one to speak with here or anywhere about issues or problems (more: like when our power has been out). It has only been 2 months since we moved in here and frankly, I am already sick of living here!

Tom Stenvig

**cc in printed letters: Edina City Council, MN Tenants Union, Homeline MN (tenant advocacy group) and John Broecker (Attorney).**

We have asked also not less than than 10 times now to have our locks changed for security purposes but you refuse to do it. There are keys floating around from previous tenants that you have no idea where they are and we have a 18 year old daughter that is frightened by this and all of our lifelong possessions are in this home. Thanks for the irresponsibility.

**Last, we pay a lot more to live here than EVERY other apartment we looked at. But we chose this one because it was Edina and we had an expectation that it would be better ran because of it, (held to higher standards than other cities) and worth the additional rent we pay.**

**This place is a disgrace!**

Susan Howl

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From: Lynette Biunno on behalf of Edina Mail  
Sent: Tuesday, October 09, 2012 9:45 AM  
To: Wayne Houle  
Cc: Susan Howl  
Subject: FW: Is Wooddale a one way now?

Good morning,

This message has been forwarded to the Mayor and Council members and Wayne Houle.

Lynette Biunno, Receptionist  
952-927-8861 | Fax 952-826-0389  
[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: Tim Robb [<mailto:tgrobb@yahoo.com>]  
Sent: Monday, October 08, 2012 10:08 PM  
To: Edina Mail  
Subject: Is Wooddale a one way now?

I recently drove Down Wooddale ave between 50th and valley view and it looked like there are only two bike lanes and one car lane? Is this right? Are there really more bikes than cars in Edina?

Sent from my iPhone F105 Thunderchief

**From:** Marty Scheerer  
**Sent:** Tuesday, October 09, 2012 10:35 AM  
**To:** 'mellum.julie@gmail.com'; Scott Neal  
**Cc:** Susan Howl  
**Subject:** RE: Fire Danger Very High/bordering Explosive: BAN UNNECESSARY BURNING NOW

Ms. Mellum,  
Good morning and thank you for the suggestion. The City of Edina has banned all recreational fires until further notice since last Thursday October 4<sup>th</sup>. It has been posted on our website and the recreational fire hotline. This ban in Edina was prior to the DNR burning resections that were put in place for Hennepin County.  
Thank you



**Marty Scheerer, Fire Chief**  
952-826-0332 | Fax 952-826-0393  
[mscheerer@EdinaMN.gov](mailto:mscheerer@EdinaMN.gov) | [www.EdinaMN.gov/Fire](http://www.EdinaMN.gov/Fire)

**From:** Lynette Biunno **On Behalf Of** Edina Mail  
**Sent:** Tuesday, October 09, 2012 9:29 AM  
**To:** Scott Neal; Marty Scheerer  
**Cc:** Susan Howl  
**Subject:** FW: Fire Danger Very High/bordering Explosive: BAN UNNECESSARY BURNING NOW

Good morning,

This message has been forwarded to the Mayor and Council member, Scott Neal and Marty Scheerer.



**Lynette Biunno, Receptionist**  
952-927-8861 | Fax 952-826-0389  
[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
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**From:** Julie Mellum [<mailto:mellum.julie@gmail.com>]  
**Sent:** Monday, October 08, 2012 7:03 PM  
**To:** Edina Mail  
**Subject:** DNR: Fire Danger Very High/bordering Explosive: BAN UNNECESSARY BURNING NOW

Dear Edina Clerk:  
Please distribute this email to the Mayor, Scott Neal and City Council Members. Thank you.  
Dear Mayor Hovland, Scott Neal and Council Members,  
**You are probably aware that the DNR has issued burning restrictions, yet word of it has not gotten out in Edina. Please see the attached memo below. There is currently a ban on campfires in Hennepin County. What better time could there be to request a complete ban until further notice, due to extremely dry conditions and extreme fire danger. This is an opportunity to educate the public and to alert the fire department and police department to**

put out illegal fires when out on routine patrols.

Please perhaps place a notice in the Sun-Current and placed in radio announcement that there is no burning until further notice. It is the right thing to do. Thank you,

Julie Mellum

**From the Fire Department's Website:**

## **Minneapolis Fire Department**

Here are the general guidelines for the type of recreational fire you can have in Minneapolis:

- **A Permit is NOT required**
- **Allowed only between 9am-10pm**
- **Banned when wind gusts are greater than 10mph.**
- **Banned when the state has issued Burning Restrictions.**

### **DNR News**

**10/05/2012: Restrictions on campfires and open burning in southeastern and central Minnesota take effect Sunday Full story**

**10/03/2012: Fire danger hits record high; public assistance needed Full story**

**According to DNR Fire Danger Map--Hennepin County is at very high danger and counties bordering are at the Extreme danger level:**

### **Very High**

**Fires start very easily and spread at a very fast rate.** Fires start easily from all causes, spread rapidly and intensify quickly. Spot fires are a constant danger. Fires burning in heavy fuels may quickly develop high-intensity characteristics, such as long-distance spotting and fire whirlwinds. Direct attack at the head of such fires is rarely possible after they have been burning more than a few minutes.

**Extreme:** The fire situation is explosive and can result in extensive property damage. **Fires under extreme conditions start quickly, spread furiously, and burn intensely. All fires are potentially serious. Development into high-intensity burning will usually be faster and occur from smaller fires than in the very high danger class (item 4). Direct attack is rarely possible, and may be dangerous, except immediately after ignition. Fires burning in heavy slash or in conifer stands may be unmanageable while the extreme burning condition lasts. Under these conditions, the only effective and safe control action is on the flanks until the weather changes or the fuel supply lessens.**

**From:** Gary & Gayle [mailto:glgscrow@comcast.net]  
**Sent:** Monday, October 08, 2012 1:54 PM  
**To:** Edina Mail; Wayne Houle  
**Subject:** Additional Street Signs

Monday, October 08, 2012

4201 Dunberry Ln.  
Edina, MNH 55435

Dear Mayor, Council Members, Mr. Houle,

Yesterday was a beautiful fall day. So – after witnessing the Colts defeat the Packers on TV, I decided some exercise was in order, and taking a walk should be my chosen method. I live, and have lived for some 39 years, in what is known as the Southdale Edition of the City. Consequently my neighborhood walks will generally take me North on Cornelia Dr. and around back toward home -- South on Southdale Rd.

Today I encountered, for the first time, several strange signs painted on the roadways of both Cornelia and Southdale. The print part of the signage says BLVD which I interpret as an abbreviation meaning Boulevard, and the rest, a rather odd abstract rendering of a riderless bicycle.

Now first here, does the City really have a right to change these street designations from Drive and Road respectively -- to being considered as Boulevards?

And secondly, the meaning of these signs, as well as the need for these signs, not only escapes me ... but also escaped everyone else I talked with on my walk. And if the reason is to alert drivers to the possibility of bicycle riders on these streets, what about signs signaling the possible presence of persons who run, as well as walk dogs on these "BLVD"s. Why do these kinds of people not deserve to have similar signage?

As bicycles have been used and allowed on these streets for as long as I can recall – why are these signs necessary now? What do they mean? Who are they for? What was the cost to the city (I.E. taxpayers) for this additional signage. Who ordered these signs, and who approved this expense?

Thirdly, paraphrasing Council person Brindle's remarks regarding her "unhappiness at" not being informed of a prior activity by the traffic dept. (in that case I believe she was referring to the recent striping of Wooddale between V.V. and 50<sup>th</sup> St.), as a citizen I also like to exercise the right to say here – not only -- that these odd surprises that make sense to no one, are unwelcome.

In ending, I submit that it would behoove everyone to consider the "SIGN POLLUTION" happening in our beautiful city. Area's are at risk of beginning to look not only silly, but tacky. Additionally, when/where there is excessive signage – few, if any, are as likely to be read and/or considered. That's a pretty well accepted little factoid of human psychology.

Respectfully yours,  
Gayle L. Crow  
952-920-2554

Dear City Council,

I am forwarding Bob Vogel's feedback on creating a photo database of CCD homes to use in the evaluation process at the HPB. As you know, I've proposed that the HPB use existing homes in Country Club as a guideline to evaluating remodels and new homes. My rationale is that we have numerous examples of what a "Country Club tudor" looks like rather than relying on generic, academic description from a book. I disagree with Mr. Vogel. How can a home be "visually compatible" if architectural style is not considered? As you saw when I shared the photo library with you during the appeal of 4524 Bruce, there are some strong stylistic similarities between the homes. The benefit of using existing homes as a reference point will give not only the board, but the builders as well, a concrete, visual reference of what will be visually compatible. Furthermore, it's been Mr Vogel who has encouraged the use of "contemporary materials" on new homes. That's why some have been approved. Shouldn't he be the one to protect the architectural standards?

Mr Vogel has quite a broad interpretation of what is acceptable when not considering architectural style. Mr Vogel thought the home next to us was visually compatible with the neighboring houses. It was not. He thought the original house design at 4602 Bruce was compatible. It was not and was changed based on resident input. Most recently he thought the original home presented at 4524 Bruce was compatible. It also was not compatible. Luckily the neighbors disagreed and changes were made to all of these projects. Shouldn't the Heritage Preservation Board, and not the neighbors, be the one to raise these concerns? Had the Board utilized a more objective evaluation, these issues would have been addressed in the review process and would not have required appeal to the Council. It would also have saved the builder's time and money and seller's uncertainty. Let's reduce the "subjective" review of these projects and make it more objective. It is a win-win.

I am recommending a change in the COA process to include architectural style to the evaluation. I am not optimistic that the Board will agree, but wanted to let you know my concerns.

Kitty O'Dea

**From:** Joyce Repya <[JRepya@EdinaMN.gov](mailto:JRepya@EdinaMN.gov)>  
**Subject:** FW: Tudor style  
**Date:** October 8, 2012 11:45:24 AM CDT  
**To:** "Kitty O'Dea ([kodea.mn@gmail.com](mailto:kodea.mn@gmail.com))" <[kodea.mn@gmail.com](mailto:kodea.mn@gmail.com)>

Hi Kitty- Attached you will find Robert Vogel's advice to the HPB on the concept of a photo inventory.



**Joyce Repya, Associate Planner**  
952-826-0462 | Fax 952-826-0389  
[JRepya@EdinaMN.gov](mailto:JRepya@EdinaMN.gov) | [www.EdinaMN.gov/Planning](http://www.EdinaMN.gov/Planning)  
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**From:** Robert Vogel [<mailto:rcvogel@springgrove.coop>]  
**Sent:** Friday, October 05, 2012 5:05 PM  
**To:** Joyce Repya  
**Subject:** Tudor style

Joyce:

The architectural classification of houses is problematic for a variety of reasons. First and foremost, there is no standard classification system for American houses—architectural historians and preservationists are all over the map when it comes to how they classify historic houses. The National Register recommends A Field Guide to American Houses by Virginia & Lee McAlester, which is the resource we provide to members of the Heritage Preservation Board. The chapter on Tudor style houses is particularly applicable to the Country Club District. Most Country Club Tudors built between 1924 and 1944 are actually contractor versions of the basic suburban cottage prototype that was built throughout the United States—many architectural historians consider these houses to be vernacular houses rather than houses of style. Only a handful of homes in the Country Club were designed by architects as authentic specimens of the Tudor Revival style, reflecting a school of design theory and practice. The great majority of the houses are contractors' interpretations of standard plan houses that were designed for mass-production in suburban subdivisions, where the "Tudor" detailing was little more than a skin-deep embellishment of the basic, boxy two-story suburban cottage. Thank goodness, the Tudors make up roughly 40% of the historic homes in the district (roughly equal to the "Colonials" which reflect precisely the same mix & match design elements) and none of them qualify individually for landmark designation on the basis of their artistic value. For the sake of convenience, we have lumped all of the Tudor-like houses together whenever they exhibit steeply pitched gable roofs, decorative half-timbering, massive chimneys, or windows with multi-pane glazing, which the McAlesters consider "identifying features". Some Tudor houses possess all of the identifying features, but many do not.

The district plan of treatment encourages new construction (as well as remodeling on existing homes) to be visually compatible with the pattern of architectural features common to historic homes in the district. The emphasis is on size, form, proportions and massing, not architectural "style". Design of new houses especially needs to consider the individuality and variation of features that occur in the historic homes. Some of these features (such as Tudor half-timbering and cut stone trim) commonly recur on houses throughout the district that were built during the period of significance. Then and now, much of this architectural embellishment was probably added merely as an afterthought, rather than fully integrated with the overall design (which is why the vast majority of the homes are properly treated as specimens of vernacular architecture). Which, I think, is the best rationale for not devoting a great deal of time and energy to inventing (or re-inventing) an elaborate architectural classification system based on "style" for houses in the district. We should continue to treat them as unstyled vernacular creations with wide variations in decorative detailing.

It is fun to look at old houses and compare them to each other. We should encourage people to study them and record their appearance. Let folks argue over what's a Tudor and what's an English Cottage. But I think it would be a mistake for us to invent some kind of Country Club Tudor architectural template for design review purposes. There is no "perfect" Tudor against which we need to compare all others. Architecture (like history) is really quite messy. The houses in the district are important because they illustrate the developer's vision of a planned suburban neighborhood, not because they individually possess high architectural value or represent some kind of significant aesthetic achievement.

Robert

**PATHFINDER CRM, LLC**  
**HISTORIANS, ARCHAEOLOGISTS, ARCHITECTS & PRESERVATION PLANNERS**  
**118 EAST MAIN STREET, P.O. BOX 503**  
**SPRING GROVE, MINNESOTA 55974**  
**(507) 498-3810**  
**(800) 206-8704 TOLL FREE**  
**WWW.PATHFINDERCRM.COM**

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Monday, October 08, 2012 9:56 AM  
**To:** Wayne Houle; Scott Neal  
**Cc:** Susan Howl  
**Subject:** FW: City Street Striping

Good morning,

This message has been forwarded to the Mayor and Council members, Scott Neal and Wayne Houle.



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389  
[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

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**From:** Mary Ratelle [<mailto:mary.ratelle@hriskstrategies.com>]  
**Sent:** Monday, October 08, 2012 8:30 AM  
**To:** Edina Mail  
**Subject:** City Street Striping

I am very concerned about the poor planning and waste of taxpayer money used to stripe the streets of Edina for bike lanes. Valley view road north of Crosstown highway has car lanes that are not wide enough for the cars, so cars are either required to cross the double yellow lines into incoming traffic or the turn lanes or the cars are required to drive in the biking lanes. This is even more true on Wooddale road between Valley View and 50<sup>th</sup>, where you left off the yellow stripe in the middle, but the driving lane for two-way traffic is slightly wider than needed for 1 way traffic. I was driving on Wooddale this weekend and there were bikers and runners using the bike lane on the west side and two-way traffic trying to manage the driving lanes. I believe that the city has created more confusion for drivers and additional hazard for all citizens (drivers, pedestrians, and bikers) with the poorly planned street markings.

How much wasted money has been spent on poor planning and striping of our streets?

Mary P. Ratelle, FSA  
Health Risk Strategies, LLC  
6804 Brittany Road  
Edina, MN 55435  
direct (952) 920-9700  
fax (952) 920-0494  
[mary.ratelle@hriskstrategies.com](mailto:mary.ratelle@hriskstrategies.com)  
[www.hriskstrategies.com](http://www.hriskstrategies.com)

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Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Monday, October 08, 2012 9:45 AM  
**Cc:** Susan Howl  
**Subject:** FW: Minnehaha Woods street & sewer project - Request for reimbursement of damages



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Mary Jean Weigel [<mailto:mjw119@gmail.com>]  
**Sent:** Saturday, October 06, 2012 8:58 AM  
**To:** Edina Mail; Wayne Houle; [tmuse@sehinc.com](mailto:tmuse@sehinc.com)  
**Subject:** Minnehaha Woods street & sewer project - Request for reimbursement of damages

October 5, 2012

Dear Major, City Council, Wayne Houle and Toby Muse,  
After attending the October 2 Special Assessment Hearing for the street project known as Minnehaha Woods I am filing an objection.

We have lived for 30 years in our house on the SE corner of 55<sup>th</sup> and Oaklawn Avenue. During those years we have had occasional water seepage in the SE corner of our basement (the unfinished side.) which was easily contained. This included the 1987, 18 inch rain and 1991 flooding. Last year the new street and sewer project was completed in our neighborhood.

To our surprise when the first heavy rain of spring came on May 3/4<sup>th</sup> of this year our basement flooded. The seepage came from the west and north sides. These are the sides that parallel the new street construction. We pulled up the not very old carpet and waited. The next rain a few weeks later also seeped in immediately. I called Carter (project engineer). He explained that ground water had been diverted due to new storm sewer placement and private sewer lines replacement meant water that used to stay in the system were now just in the ground water. The diverted water is now flowing into my basement. Many of our neighbors have drain tile systems but we did not. We use our finished basement space and felt we could not ignore the new water problem so we were forced to install drain tile (\$6,600) replace the carpet (\$2800) and some wall board and paint was needed (\$700).

We do have sewer backup insurance but the seepage cannot be covered by our homeowners' insurance policy. So we were hit with a \$10,000 surprise expense for a space that for the last 30 years had been dry before the new streets and sewers were installed. Was this a design flaw? What could be done in the future to alert home owners of this potential problem? Should the City pay for this unnecessary expense that I incurred? (not to mention the 3 months it took to put things back together) My across the street neighbor's and my father's sprinkler systems were repaired by the City. A Brookview homeowner had her retaining wall rebuilt 3 times to meet her satisfaction. (to name only a few of the project's damages fixed by the City already). With 30 years without our basement flooding, it is clear that our damage was also directly caused by the project and we should be reimbursed accordingly. We hereby make it request.

Sincerely,

Richard and Mary Jean Weigel

5501 Oaklawn Avenue

952-920-2151

Susan Howl

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**From:** Lynette Biunno on behalf of Edina Mail  
**Sent:** Monday, October 08, 2012 9:59 AM  
**Cc:** Susan Howl  
**Subject:** FW: Praise for Do-Town



**Lynette Biunno, Receptionist**

952-927-8861 | Fax 952-826-0389

[lbiunno@EdinaMN.gov](mailto:lbiunno@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** Darren Wennen [<mailto:DWennen@sterilmed.com>]  
**Sent:** Monday, October 08, 2012 8:35 AM  
**To:** Edina Mail  
**Cc:** [flynn@do-town.org](mailto:flynn@do-town.org)  
**Subject:** Praise for Do-Town

Mayor Hovland,

I have recently had the opportunity to engage with Flynn Rico-Johnson, a representative from the Do-Town organization relating to an attempt by local parents to improve the school lunch program in the Edina School District. Flynn and the Do-Town staff have been extremely knowledgeable and professional in assisting our endeavor, and as I learn more about what they are doing in the community, I applaud not only their efforts, but the city government for supporting this organization as well. I believe that government should be pushed down to the lowest level possible. I appreciate the fact that Edina is taking the initiative to improve community service and support at a level that Do-Town operates at (directly with the city and county management). I firmly believe that their continued efforts will lead to a more vibrant and healthy community.

Thanks for supporting this effort.

Best regards,

**Darren Wennen**  
5525 Oaklawn Ave

Edina, MN 55424

952-221-5478

[dwennen@sterilmed.com](mailto:dwennen@sterilmed.com)

Susan Howl

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**From:** Emilie Kastner on behalf of Edina Mail  
**Sent:** Wednesday, October 03, 2012 4:12 PM  
**Subject:** FW: Wood Smoke

This message has been forwarded to the Mayor and all member of the City Council.



**Emilie Kastner, Communications Assistant**

952-826-0342 | Fax 952-826-0389  
[ekastner@EdinaMN.gov](mailto:ekastner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

**From:** Jane Levin [<mailto:jjkiwi@gmail.com>]  
**Sent:** Wednesday, October 03, 2012 3:54 PM  
**To:** Edina Mail  
**Subject:** Wood Smoke

To the attention of Mayor Hovland and City Council Members:

I have lived in Edina for 19 years and love this city. However, the proliferation of chiminea has made living here in the summer untenable. Several nights a week, we suddenly smell the wood smoke and go running around the house closing all the windows and doors. When it is a cool evening, we are closed in. When it is warm, we cannot use fans, but have to use air conditioning. If we are out for the evening and come home to a house filled with wood smoke, we start coughing and our eyes tear.

Why should we be exposed to second-hand smoke, a health risk? Why should we have to close up our home so that others can sit in front of a wood fire?

Please, please ban all outdoor burning in the City of Edina.

Thank you.

Jane Levin  
4235 Alden Dr.  
Edina 55416

Susan Howl

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**From:** Emilie Kastner on behalf of Edina Mail  
**Sent:** Wednesday, October 03, 2012 12:16 PM  
**Subject:** FW: Stop sign at 61st & Kellogg

This message has also been forwarded to the Mayor and the Traffic Safety Coordinator.

Emilie Kastner, Communications Assistant  
952-826-0342 | Fax 952-826-0389  
[ekastner@EdinaMN.gov](mailto:ekastner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

**From:** Angie Porter [<mailto:crowleyporter@gmail.com>]  
**Sent:** Wednesday, October 03, 2012 11:18 AM  
**To:** [btheis@edina.gov](mailto:btheis@edina.gov); Edina Mail; [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net); Mary Brindle; [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com); [swensonann1@gmail.com](mailto:swensonann1@gmail.com)  
**Subject:** Stop sign at 61st & Kellogg

I am emailing to express my support for stop signs at the intersection of 61st & Kellogg in Edina. Currently, there are yield signs, and I believe they are actually dangerous. In conversations with neighbors, I have heard of issues and accidents, and it seems that stop signs would be an effective and appropriate solution.

Thank you in advance for your consideration of my email.

Angie Porter  
5905 Fairfax Ave  
Edina 55424

Susan Howl

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From: Emilie Kastner on behalf of Edina Mail  
Sent: Wednesday, October 03, 2012 11:05 AM  
Subject: FW: Biking on sidewalks in Edina

This message has also been forwarded to the Mayor.

Emilie Kastner, Communications Assistant  
952-826-0342 | Fax 952-826-0389  
[ekastner@EdinaMN.gov](mailto:ekastner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: [tpaulson@1992ventures.com](mailto:tpaulson@1992ventures.com) [<mailto:tpaulson@1992ventures.com>]  
Sent: Wednesday, October 03, 2012 10:08 AM  
To: Edina Mail; [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net); Mary Brindle; [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com); [swensonann1@gmail.com](mailto:swensonann1@gmail.com)  
Cc: Jeff Long  
Subject: Biking on sidewalks in Edina

Dear City Council Members:

I am writing today with regard to the City ordinance that prohibits riding a bicycle on the sidewalk. It is my understanding that City Council is considering an amendment to the City Code that would allow biking on sidewalks and I support such an amendment.

I encourage any Council member who would oppose such an amendment to go to Concord Elementary School at 3:05pm today as it is walk/ride to school day and hundreds of kids have ridden their bikes to school. If you oppose such an amendment, please tell the kids (and adults) riding on the sidewalks that they are in violation of City Code and that they need to be riding on the streets. Please also tell them why you are opposed to them riding their bicycles on the sidewalks.

Respectfully,  
Troy Paulson  
5116 Juanita Avenue

Susan Howl

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From: Emilie Kastner on behalf of Edina Mail  
Sent: Wednesday, October 03, 2012 9:51 AM  
Subject: FW: TLC bike lanes on Wooddale Ave.

This message has also been forwarded to the Mayor.

Emilie Kastner, Communications Assistant  
952-826-0342 | Fax 952-826-0389  
[ekastner@EdinaMN.gov](mailto:ekastner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: [tpaulson@1992ventures.com](mailto:tpaulson@1992ventures.com) [<mailto:tpaulson@1992ventures.com>]  
Sent: Wednesday, October 03, 2012 9:48 AM  
To: Edina Mail; [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net); Mary Brindle; [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com); [swensonann1@gmail.com](mailto:swensonann1@gmail.com)  
Subject: TLC bike lanes on Wooddale Ave.

Dear City Council Members:

I am writing today with regard to the recently painted bike lanes on Wooddale Ave.

As I recall from the discussion leading to the vote to approve the bike lanes, both the City Council and the Transportation Commission said it was incumbent upon those two groups to educate the public on how to use the new roadways. And yet, at the October 2nd City Council meeting you were still discussing how to educate the public - after the lanes were painted! In my opinion, this "education" should have come before, or simultaneous to, the road being painted - not after.

Which group has failed it's residents here: City Council or the Transportation Commission?

Also, today is walk/ride to school day for Concord Elementary School and a popular route to school is Wooddale Ave. I have children at Concord so I was on Wooddale Ave. six different times between 54th Street and 59th Street from 7:30am to 9:30am today. Along that route I did not see a single sign directing traffic patterns nor did I see a single Council member or a single Transportation Commission member educating the public. However, the street sweeper was sweeping up and down Wooddale which added to the danger and confusion of the roadway. Could the City have coordinated with Concord to avoid sweeping Wooddale during school commuting hours on walk/ride to school day?

I was dissappointed when the bike lanes were approved, but even more dissappointed at how they have been rolled-out.

Respectfully,  
Troy Paulson  
5116 Juanita Avenue

Susan Howl

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From: Emilie Kastner on behalf of Edina Mail  
Sent: Wednesday, October 03, 2012 9:07 AM  
Subject: FW: Bike Lanes on Woodale and 54th

This message has been forwarded to the Mayor and City Council.

Emilie Kastner, Communications Assistant  
952-826-0342 | Fax 952-826-0389  
[ekastner@EdinaMN.gov](mailto:ekastner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: Bob Aderhold [<mailto:bobader@comcast.net>]  
Sent: Tuesday, October 02, 2012 11:11 PM  
To: Edina Mail; [jonibennett12@comcast.net](mailto:jonibennett12@comcast.net); Mary Brindle; [joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com); [swnsonann1@gmail.com](mailto:swnsonann1@gmail.com)  
Subject: Bike Lanes on Woodale and 54th

Dear Mayor and Council Members:

I want to let you know that I appreciate the work that the City has done on this project and your willingness to be a little out there on the cutting edge. I live at 3529 West 54th Street and drive and bike on the roadways affected. I must say that, as a driver, it took me a little while to understand how the advisory lanes work. However, now that I've gotten to know them, I'm starting to understand and appreciate them.

As you know, the lanes let drivers know that cyclists also are users of the road and may be present and, therefore, that they should proceed cautiously. The solid lines make clear that certain portions of the road are intended for parking - this is a good thing too. I also think that the striping makes the road feel narrower and, therefore, less like the freeway feel that one gets on relatively wide roads. My hope is that it changes actual behavior. The new roundabouts in the blocks adjacent to my house have the same effect.

I'm all in favor of street treatments that slow down traffic on residential streets - especially the one my family lives on where the street is fairly wide.

One concern I have is that, when cars are parked close to the roundabouts, it can be challenging for cars passing through. I'm not sure if anything can be done about that. But I think it would be something for the engineers to give some thought.

Thank you for everything you do on our behalf!

Regards,

Robert Aderhold  
3529 West 54th Street  
Edina, 55410

9/30/2012

To Whom It May Concern,

My name is Anna Berg and I'm writing in support of the Lake Edina Park Path and Playground. I would like this idea soundly placed in the city's 2013-2017 capital improvement budget. I am currently the Community Manager at Edina Park Apartments, a community of 79 apartments and a home for many children.

Lake Edina Park is located across the road from one of my buildings off of Parklawn Court and in close proximity to the other three buildings making up Edina Park Apartments.

I personally have no children of my own, but being the Community Manager here am involved in the safety and well being of the children in this community. Currently there is no space for the kids to safely play, walk, or bike. I find myself constantly reminding them to stay out of the parking lots and roads for safety reasons, and to be careful in the small grassy areas available due to the close proximity to the apartments, windows, patio doors etc. when they are playing soccer, baseball, or football.

Though Centennial Lakes is nearby, it is unrealistic and unsafe for the children to walk up there and cross France Avenue. Additionally, there are very few kid activities there, especially if the children's parents aren't able to attend with them.

As an apartment manager I am also having trouble keeping the kids out of the hallways. Because there is no safe place for them to gather, they are constantly kicking balls in the hallways, knocking on doors, and trying to find things to entertain themselves. Growing up, I was blessed with a large backyard and a place to run and play. Not only would these sidewalks and a park provide a place for children it would provide an outlet for them to exercise and socialize. The benefits of a park in this area would highly outweigh any negatives that may surface throughout this process.

This would be the perfect area to put in a Playground and Sidewalk simply for the fact that there is such a concentrated population in this area. Majority, if not all, of Parklawn Avenue is apartment buildings housing many children and families. I have heard many voices in support of this initiative and hope that it is considered very seriously, and eventually approved. I would like to see the many kids growing up in apartments be able to have a place to walk safely to school with their friends, as well as a place to run around and socialize.

Thank you for your consideration, time, and attention to this matter. I am excited to be involved and become a strong voice in support for Edina Park Apartments.

Thank you,

***Anna Berg***

*Community Manager*

*Edina Park Apartments*

*Office: 952-831-1911*

*Fax: 952-831-1157*

[manager370@edinapark.com](mailto:manager370@edinapark.com)

Susan Howl

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**From:** Emilie Kastner on behalf of Edina Mail  
**Sent:** Friday, October 05, 2012 9:24 AM  
**Subject:** FW: Edina Bonfires

This message has been forwarded to the Mayor and City Council.



**Emilie Kastner, Communications Assistant**

952-826-0342 | Fax 952-826-0389

[ekastner@EdinaMN.gov](mailto:ekastner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

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**From:** O'Meara, Patrick [mailto:patrick\_o'meara@irco.com]  
**Sent:** Friday, October 05, 2012 9:06 AM  
**To:** Edina Mail  
**Subject:** Edina Bonfires

Mayor Hovland,

Good morning. I wanted to get your perspective on the recent activity to outlaw outdoor fires in Edina. My wife and I recently installed a stone patio and fireplace in our backyard and cannot begin to tell you how much enjoyment we have received. Our children actually turn off the TV and spend time with us in front of the fire – amazing! We host our neighbors on a regular basis and it has provided the perfect gathering spot for friends and family.

I was very concerned to see that a group wants to take away our freedom to have outdoor fires. It seems like each year more and more legislation is passed that hinders the American citizen's ability to make decisions for ourselves. I never thought a wood fire could be the target of a similar campaign. I know you have far greater issues to deal with than 'roasting marshmallows' but would certainly appreciate your feedback on this situation. I hope our recent investment in the home is not rendered useless by this effort.

We moved to Edina 4 years ago and cannot think of a greater community that we have ever lived in. You and your staff have done a wonderful job.

Best regards,

Patrick O'Meara

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Susan Howl

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**From:** info@minnesotagoplan.org  
**Sent:** Monday, October 08, 2012 9:09 AM  
**To:** info@minnesotagoplan.org  
**Subject:** Adopted: Statewide Multimodal Transportation Plan

Transportation Stakeholders,

MnDOT is pleased to announce the adoption of the Statewide Multimodal Transportation Plan 2012-2031.

The updated plan is the result of extensive collaboration between MnDOT, partners, citizens, and stakeholders like you. Thank you for engaging in the process to craft a plan reflective of statewide interests. The adopted Plan can be found on the project website at: <http://www.minnesotagoplan.org/docs.html>.

The Statewide Multimodal Transportation Plan will be used to shape subsequent MnDOT plans and investment decisions while serving as a framework moving forward. It will serve as the foundation for MnDOT modal investment plans. MnDOT is currently in the process of updating the 20-year State Highway Investment Plan. To become involved in this process, please visit the project website at <http://www.dot.state.mn.us/planning/statehighwayinvestmentplan/index.html> or sign-up to receive periodic project updates by clicking [here](#).

We look forward to future partnering opportunities to advance Minnesota's multimodal transportation system.

Thank you,

Kirby Becker

MnDOT Office of Statewide Multimodal Planning

Susan Howl

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**From:** Emilie Kastner on behalf of Edina Mail  
**Sent:** Thursday, October 04, 2012 9:05 AM  
**Subject:** FW: Bicycle Lanes

This message has been forwarded to the Mayor and City Council.



**Emilie Kastner, Communications Assistant**

952-826-0342 | Fax 952-826-0389

[ekastner@EdinaMN.gov](mailto:ekastner@EdinaMN.gov) | [www.EdinaMN.gov](http://www.EdinaMN.gov)

...For Living, Learning, Raising Families & Doing Business

**From:** [r\\_sheridan@comcast.net](mailto:r_sheridan@comcast.net) [mailto:[r\\_sheridan@comcast.net](mailto:r_sheridan@comcast.net)]  
**Sent:** Wednesday, October 03, 2012 6:31 PM  
**To:** Edina Mail  
**Subject:** Bicycle Lanes

Mayor Hovland,

I write tonight to strongly object to the new bike lanes on Wooddale and Valley View Road. I live at 6332 Millers Lane, just south of the Valley View and Wooddale intersection. When will the City of Edina stand up to the bicycle community? I am an Assistant Hennepin County Attorney, and part of my job is representation of the County Public Works Department in the acquisition of property for road projects, so I have some understanding of road design and function. These roads, in their current width, were not designed for bike lanes and cars, they were designed for cars, period. Trying to wedge these bike lanes onto this right of way is dangerous to both the bicycles and motor vehicles. I grew up in the house I am living in. When we were kids, we biked all over Edina and beyond. We would routinely bike to Braemar and to the City lakes. We did not need any bike lanes. We avoided Wooddale like the plague, we took side streets!! What a concept. Simply put, these bike lanes represent the catering to a small group and are only useable part of the year. Finally, let me share a story of bike community influence. The new Lowry Avenue bridge was designed with a separate bike and pedestrian lane on each side of the bridge, separated from the vehicle lanes by physical barriers. This was not enough for the bikers. After the design had been approved and was too far along to change, they insisted on, and got, bike lanes added to the main vehicle traffic lanes on the bridge which required modifications to how the bridge was constructed. This is absurd! The bike lanes on Wooddale and Valley View are equally absurd. I urge you and the council to reverse this horrible decision.

Respectfully,

Rick Sheridan

P.S. I am supporting you for Mayor. Good luck!!



**Commuter Services – A program of the I-494 Corridor Commission  
2012 Annual Report Summary at 9 Months**

na = Not Assigned	Goal	Result
<b>Employers/Multi-Tenant Properties</b>		
Commuter fairs with employers and multi-tenant properties	140	<b>149</b>
Meetings with employers and property managers about promoting commute options	na	<b>80</b>
Travel Demand Management Plans	na	<b>12</b> (Normandale Community College, Polar Semiconductor, Windsor Plaza, United Health Group, Fingerhut/Bluestem Brands, Syngenta Seeds, Lifetouch, One Southwest Crossing, Master Technology Group, Prairie Oaks Corporate Center, Golden Triangle Tech Center, Phillips & Temro Industries)
Commute Benefit Coordinators at large companies	400	<b>728</b>
Manage Preferential Carpool Parking for Employers	16	American Medical Systems, ATK, Best Buy, Crescent Ridge, Cargill, Emerson, Express Scripts, Mammoth-WEBCO, Medica, Normandale Community College, One Liberty Corporate Center, Starkey, Supervalu, UnitedHealth Group, US Bank, Windsor Plaza
Employer Displays with bus schedules, rideshare and bicycle commuting information to employers	na	<b>185</b>
<b>Commuter</b>		
New carpoolers	225	<b>529</b>
New vanpoolers	10	<b>51</b>
New transit riders	200	<b>1,750</b>
New bicycle commuters	300	<b>410</b>
New teleworkers	100	<b>750</b>
<b>Total Single Occupant Vehicle Conversions</b>	<b>1,000</b>	<b>3,490</b>



## Results from 2012 Commuter Challenge

Over 17,000 people made a pledge to use an alternative mode this year, up from 15,000 people last year, making it the biggest campaign yet!

97% of drive alones said they fulfilled their pledge to...carpool, bike, take the bus or train, walk, etc...

89% of the drive alones said they are more frequently choosing to use alternative modes for transportation

**26% of the drive alones said they converted to using an alternative EVERY DAY = 4,420 people!**

36% of pledgers were male

64% of pledgers were female

**79% of pledgers say employer sponsored transportation benefits would be a major influence on their decision to change their commuting behavior**

